

DAILY COURIER

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See last column on first page for particulars as to advertising.

LOUISVILLE.

TUESDAY, AUGUST 24, 1858.

The Jeffersonville Railroad is the direct route between Louisville, St. Louis, Cairo, Kansas, Chicago, Springfield, Decatur and the principal cities in the West and Northwest.

Trains on this route form close connection at Seymour with Trains on the Ohio and Mississippi Railroad, St. Louis and the West, and Cincinnati and the East; also at Indianapolis with the different roads for all places East, West and North.

Only one change of cars between Louisville and St. Louis, Cincinnati or Chicago. Baggage checked to all the principal cities. For time and further particulars examine advertisement in another column of this paper.

Through tickets given to all the principal cities on the Missouri and Mississippi rivers; also to all the principal places in the East, West and North.

Office No. 527, southeast corner Main and Third streets, Louisville, Ky., where travelers can examine map and get further correct information.

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Reading Matter on every page.

The News. The telegraphic news this morning is interesting. It will be observed in the foreign news, that the London Times is reported to advocate the annexation of Mexico to the United States. Exciting intelligence from Mexico is published in our news columns.

We give extracts from the English papers concerning the Atlantic Telegraph Cable. They will be read with interest.

The accounts of yellow fever in New Orleans are startling. There were 75 deaths on Saturday, and 210, for fever, on the week ending Saturday. The citizens are fleeing from Charleston, S. C., from the dreadful scourge.

The telegraph reports that the War Department is in receipt of later advices from General Johnston and the Utah Army.

SHOOTING AND STARING ON WATER STREET.—An affray, about dusk last evening, on Water street, below Fifth, between John Dolan and Pat McNeary, resulted in the shooting of the former and stabbing of the other. There are conflicting accounts about the affair, but, as well as we could learn, the facts are these: Both of these men were drinking, and had disputed previously. Just before its bloody termination, they quarelled near Frank Branigan's coffee house, and McNeary drew his pistol. He was prevailed on to put it up, but drew it again and fired at Dolan, who exclaimed, "I am a dead man," and staggered into some houses thereabouts. There was a crowd around McNeary, and the next thing it was discovered that he was stabbed in the lower part of his back, the knife severing an artery. It is not known who stabbed him, but admitted, we believe, that Dolan did not.

The ball discharged from McNeary's pistol entered the left breast of Dolan, several inches below the heart, and passing through the lungs and cavity lodged in his back. He is not expected to survive, although he may linger several days.

B. O. Pickett, Esq., has purchased one half of the Mayville Express.

Watermelons and cantalopes are superabundant in the markets at low prices.

[From the Cincinnati Gazette.]

More Bank Financing—Suspected Swindling Operations.

On Friday last, two men visited Crawfordsville, Indiana, and trying their best to get into the market in different ways, obtained a room, and purchased at the stores and groceries, harness shops, and every other place that happened to be open, various articles of small value, for which they agreed in payment to upon the Western Exchange Bank of Indianapolis.

The recent election for Sheriff in the city and county of Mobile, Alabama, resulted in the election of James S. Shelton, the Democratic candidate.

C. B. TABB, corner Fourth and Market.

RELEASER OF BAIL.—Godfrey Maile, who was committed to jail some months since in default of bail, for stealing liquor from Tranchant & Co., gave the required bail yesterday, and was released.

EDWARD YARBORO, son of the proprietor of Yarbore's Hotel, in Raleigh, N. C., committed suicide in that city Tuesday night by cutting his throat and stabbing himself to the heart.

P. S. HURRY on the Liniment. D'Isreali has taken the Hog Choker. [auzo d'w] V. R.

LEMBER, LEMBER—I am the agent of Messrs. Fox & Wetmore, heavy manufacturers of all kinds of white pine lumber, fencing, No. 1 pine shingles, laths, scallops, and every description of the best of lumber, which enables me to offer rates to purchasers for cash. Yard and office on Main, between Jackson and Hancock, north side. jy7 d2m* JACOB SMITH.

NEW ALBANY AND SALEM RAILROAD.—SWEET LINE ROUVE—Running through to Chicago and Saint Louis with only one change of cars. Connecting with Ohio and Mississippi Railroad at Mitchell for St. Louis, Kansas and the West. For Cairo, Memphis and the South, connecting at Lafayette, Bloomington, Springfield and all points in Middle Illinois. Connecting at Chicago for all points in the Northwest. This is the only route that can boast—such as Double-striped Silks, Two-flounced and Side-striped Silks, Robes A'Quille in Silk and Delaine, Printed Delaines, and Rose Aramis do, Cashmere and Royal Shawls, new style Lace Sets, Demi-circles Veils, blue dotted Netts for Veils, Valencia in Bayaderie Stripe, Barouz's Kid Gloves, French Chintz Calico, and a complete assortment of white and domestic goods, including all of every variety of dress goods, all of which will be sold at the lowest market price.

G. B. TABB, corner Fourth and Market.

THE QUEEN'S DISAPPOINTMENT.—London, Aug. 17. *Dear Queen.*—Princess Alice, who is staying with us at Kew, is the Princess of Wales is also confined to her bed with the Royal Itch; our own person is affected with numerous India Sores. Mr. Dallas informs me that Porter's Oriental Line Liniment is a certain cure for the Royal Itch. You can purchase it at any druggist's for a few pence, and send by first steamer and oblige. VICTORIA REGINA.

P. S.—Hurry on the Liniment. D'Isreali has taken the Hog Choker. [auzo d'w] V. R.

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Steamboat and River News.
STEAMBOATS LEAVING THIS DAY.

FOR PARTICULARS SEE ADVERTISEMENTS.

MINETONKA, Miss. N.
JOHN TOMPKINS, Sutton, Memphis.
JOHN DEAN, Memphis, Cairo.
EMMA DEAN, Vicksburg, Madison.
BOSTON, Hildreth, Chas.
CARRINGTON, NO. 3, Cincinnati, Carrollton.

Low Water.—The river is gradually reducing its limits, and the boats are proportionately increasing their dimensions, with but three feet to spare. At the time of the last great fall of the water, the old standard, there are less than three feet water, a fall in the previous twenty-four hours. The weather continues quite cool, almost too cool for the comfort of the passengers, especially morning, being done as low as 50°, and nearly 60° at 11 o'clock, yesterday. This is a change of over 20 degrees since last week.

Navigability may be considered as pretty well secured, more Cincinnati, except a few short route packets.

On the sand bars hence to Cincinnati there are not over four feet water, and some boat or other continually aground on Medon or Rivington bars. The Frisco, though a small vessel, was secured, and tried to give up her trip, but her freights were engaged at such low rates, that no boat could be induced to take the trip, and she had to give up the further portion of her work on her way through.

The Endeavor, which had been aground on Medon, arrived here yesterday on her way South.

Accidents.—Steamboats accidents during the low water are rare on the Ohio, but above and beyond the Lower Falls the river may continue common. The following is from the St. Louis Republican of the 22d:

STEAM MANSFIELD SUNK.—On Monday, the 16th inst., the steamer Mansfield, on her way from Cincinnati to St. Louis, was driven by a heavy current, which caused her to sink. The boat went down in eight feet water, at a point above White Cloud. She had no freight. Her crew numbered 12, and she was bound for St. Louis in a yawl and others by land. The Mansfield was a steam-boat, worth \$1,000, and was running at 100°, and was bound for St. Louis.

The probability is that she can be raised. We learned nothing about ownership or insurance. The Mansfield has arrived here.

JAMES LYON BROOKS IN TWO.—We learn that the steamer James Lyon, lately sunk in the Missouri, at Bonne Terre, has been raised, and is now in the river, all her broken chains having given way. She will, therefore, prove a total loss. We learned the above fact from one of the men on board, with whom she was loaded.

The following we clip from the Cincinnati Commercial of yesterday:

Cardinal Bunting started East on Saturday. Capt. A. D. Armstrong official in the office of the Boston during.

Capt. Arthur Stuart, of the Jacob Poe, (laid up at Ceresco,) left for Pittsburgh the same night, in company with Capt. John T. Lorton, who has chartered the Roe to the Naples packet Company.

Capt. James Gormly, of the Aurora, will arrive from Boston in to-night's train, when it will be definitely stated whether he returns to New Orleans forthwith.

Capt. Jim. A. Bohannon has telegraphed his crew to lay up the Alona at St. Louis, and review yesterday, with the large brigant.

Capt. Wm. McLean has chartered the Jennie Gray for Boston, and in the event of the water becoming too low for the Erie.

The steamer Black Hawk sunk near the Kentucky shore on Thursday last. She was out of the Wabash river, bound for Evansville. She had consisted of a single deck, and was bound for St. Louis, and was on the boat at Mayville, fell overboard toward Portmouth at the night, and was drawn down. A carpet bag was lost, and the crew, who were all members of the officers of the quartermaster, are charge of the officers of the quartermaster.

THE BLACK HAWK.—We learn from the Mount Vernon Advocate, the following in reference to the loss of the Black Hawk:

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THE CUMBERLAND river is hopelessly low, falling in the wake of other streams, with not even one departure from Nashville per diem, and only 15 inches water on the shoals.

THE Diamond, Capt. Hollcroft, hence for Cincinnati, yesterday morning, all right, and full of people.

A Long Tow.—The Geo. Allbee, tow boat, from St. Louis, we believe, passed up last evening on her way to Cincinnati with seven heavy barges in tow. They were in a string, or row, Indian file, and were bound for the Ohio.

THE PENNSYLVANIA Diver, Capt. Charles

Antonius Capt. Klinckel.—The Memphis Arrived at last Thursday, we believe, reflects most severely upon the conduct of Capt. Klinckel, who has been a good conductor, and having ratified for the trade, and stands first-rate with the underwriters. She is very light draught, and well adapted to the trade, with our clever and astute friends in the track, the clerk's office, and attorney, from whom the manifest, a favorite with the public.

JOHN TOMPKINS FOR CAIRO.—The John

Tompkins, one of the stoutest of the summer fleet, starts to Cairo and Memphis this evening at 5 o'clock from the city wharf, in charge of Capt. G. Sutton, a good steamer. The John Tompkins is in good condition, and ready to have her ratified for the trade, and stands first-rate with the underwriters. She is very light draught, and well adapted to the trade, with our clever and astute friends in the track, the clerk's office, and attorney, from whom the manifest, a favorite with the public.

THE SALE OF THE OUTFIT OF THE DAVID WHEAT.

Buyers are reminded that the sale of the furniture of this great packet takes place Wednesday and Thursday at the auction store of S. G. Henry.

The list contains the outfit of the boat, including all the cabin furniture, piano, wash, beds and bedding, all in complete order and condition, as can be seen at the ware rooms, corner of Main and Fourth which I offer low.

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